

ervation Resources

ig-Free® Type I

01-01-01-01-01-01

HAND BOOK SERIES

AROUND SAN FRANCISCO BAY



THE CALIFORNIA PROMOTION COMMITTEE
THE STATE CENTRAL ORGANIZATION
CALIFORNIA BUILDING, UNION SQUARE
SAN FRANCISCO
1908

CALIFORNIA PROMOTION COMMITTEE

(ORGANIZED 1902)

"PROMOTION: *The act of promoting, advancement, encouragement.*"—Century Dictionary.

The California Promotion Committee has for its object the *promoting* of California as a whole.

It has nothing to sell.

Its energies are devoted to fostering all things that have the *advancement* of California as their object.

It gives reliable information on every subject connected with the industries of California.

It gives *encouragement* to the establishment of new industries and invites desirable immigration.

It is not an Employment Agency, although it gives information regarding labor conditions.

It presents the opportunities and needs in all fields of business and professional activity.

The Committee is supported by popular subscription, and makes no charge for any service rendered.

Affiliated with the Committee are two hundred commercial organizations of the State, with a membership of over thirty thousand.

Meetings are held semi-annually in different parts of California where matters of State interest are discussed.

Headquarters of the Committee are maintained in San Francisco in California Building, Union Square.

Correspondence Invited.

No. 697-C.M.—F.N.:X.X.—8-20 07.

By Transfer. 23 S '08

HANDBOOK SERIES

AROUND SAN FRANCISCO BAY.

SAN Francisco Bay, in its infinite variety of picturesque magnificence, compels the admiration of all beholders. In addition to impressing the mind with its prime importance as the greatest harbor in the world, it delights the senses and moves the imagination by scenic charms, unmatched by those of any other body of water. Kaleidoscopic in its natural features of scenic beauty, it yields fresh delight with each passing moment, always changing yet ever constant in the dominant outlines of shore and wave, of mountain and mesa, its margin enriched with cities and thriving towns crowding close upon fertile field and fruitful orchard.

From every viewpoint on the shores of this great bay new scenes are presented. Standing on the crest of Telegraph Hill, in San Francisco, one has the narrow entrance of the Golden Gate almost at his feet, the fortified hills on either side, and the terraces of Alcatraz Island, frowning upon passing ships. It is said that in early days this island was given to an easy-going inhabitant in consideration of his promise to keep a signal lantern burning at night during stormy

weather. He permitted the light to go out, and the government resumed title to an island whose strategic position is such that it now bristles with cannon which in the event of war would be called upon to deliver the coup de grace to any hostile craft strong enough to run the gauntlet of the gate. What these fortifications mean is shown in the remark made by General Funston, commanding the Department of California, when the United States battleship fleet sailed through the Golden Gate. His significant utterance was, "We could have stopped every one of them."

Abreast of Alcatraz is the Presidio, the Federal military reservation where the main garrison of this department is maintained, and where troops enroute to and from the Philippines are received and despatched. This Presidio has been used for military purposes ever since the earliest Spanish occupation of the peninsula of San Francisco.

THE CITY'S FRONT

Beneath the cliff of Telegraph Hill, and sweeping southward, are the docks of the city, the continuity of commercial traffic with seagoing vessels being interrupted at Market Street, where the Ferry Building, a spacious structure of gray California sandstone, with spire-like tower, with a clock twenty-three and a half feet in diameter, affords debarkation



point for over a hundred thousand people every day between the metropolis and the cities and towns across the bay. On to the southward, with a sharp dip to the west, the indentations of the shore line mark the outline of the peninsula, and then rounding again to the south, as far as eye can reach, the bay extends its placid waters toward the rich fields and orchards of a most favored region, passing along the shores of San Mateo and Santa Clara counties until the trend is again northward.

BUSY OAKLAND

Here the low marsh land of Alameda County, where thousands of tons of salt are manufactured every year, spreads away toward the frowning slopes of Mount Diablo and its range of hills. Following on up to the northwestward the shore line passes along the Alameda County shore, past the island on which is situated the thriving home city of Alameda, then swerving into the estuary where Oakland's harbor lies, with its many ships lying safe from stress of storm, then on past Oakland's water front, with the long, finger-like moles of the two great ferry systems reaching out into the waters of the bay. Berkeley, with its great university and its beautiful homes, slopes back from the shore to the heights above, forming the completion of the chain of cities on the eastern shore.

Contra Costa County comes down and bids for notice with its numerous smokestacks of manufacturing plants, and the bay line passes on to the turning point into Carquinez Straits and through there to Suisun Bay and the mouth of the Sacramento River, where Sacramento County touches the salt water as it mingles with the fresh of the mountains. Solano County has its shore line on the northern end of the bay, and then Napa sends down a little corner where Napa River empties its waters into the channel just above the great navy yard at Mare Island.

Sonoma County's marsh land borders the northwestern portion of the Bay, giving egress to Petaluma River, whose traffic is 175,000 tons of merchandise annually, valued at nearly \$5,000,000. Then the Marin shore appears, showing first the low lands of the marshes, and then the grim walls of San Quentin prison. Lying close at hand, Angel Island hugs the main land of the northern peninsula so closely that it is only by actual circumnavigation that its entity as an island can be determined. The undulating sky line of the Marin hills, topped by majestic Mount Tamalpais, 2,600 feet above the waters of the bay, forms background for this entrancing picture, and is the fitting end of the thousand-mile shore line that sweeps out again through the Golden Gate, forming an inland coast but a few miles shorter

than that of the entire State of California. California's coast line from north to south is twelve hundred miles, while that of San Francisco Bay, with its indentations, is more than one thousand miles.

GOVERNMENT POSSESSIONS

In the immediate center of this great bay, as viewed from San Francisco, lies Yerba Buena Island, its most prominent facade facing the ocean, while within a sheltered cove, facing the Alameda County shore, is ensconced the Naval Training Station at which young men are prepared for service on the nation's warships.

Situated in a cove on the northeast corner of Angel Island, near the Marin shore, and occupying about ten acres of ground, is the Immigration Station of the Department of Commerce and Labor. A general office building, containing kitchens, dining rooms, and all the modern conveniences, has been constructed to accommodate a thousand people, and in connection with it is a modern hospital. The station is also equipped with a power house for pumping salt and fresh water, generating electricity and running the steam laundry, etc. The value of the wharf, leading out to twenty-five feet of water at low tide, and buildings, which are nearly complete, is \$200,000, and in addition Congress has allowed \$90,000 for officers'

quarters, artesian water supply, gardens, roads, walls, fences, fire-fighting machinery, etc., and \$125,000 for building two vessels, one for ferry service and the other as an auxiliary boat for the boarding officers in meeting incoming vessels. In establishing the station, advantage has been taken of the defects found at Ellis Island and other stations to eliminate and avoid them.

VIEW FROM TAMALPAIS

It is only when viewed from some such eminence as Mount Tamalpais that the immense size of the harbor is brought out most emphatically. Then is it realized what is meant by the oft-repeated assertion that within the sheltering arms of this land-locked haven all the navies of the world can swing at anchor at one time, without crowding and with plenty of space to spare for the free and unhampered movements of the merchant marine. San Francisco Bay, with its two hundred and fifty square miles of navigable water, and with a width varying from seven to twelve miles, is the pride of the whole country, neither San Francisco nor California claiming a monopoly of the national greatness that grows out of its greatness. The upper reaches of the bay are divided into two inner bays—San Pablo and Suisun—that of themselves are marvels of depth and convenience in the matter of landing facilities and anchorage for vessels of every description.

So little has been done on the Pacific Coast of the United States for the improvement of its rivers and harbors that the inhabitants of this westernmost region feel justified in their pride in this great harbor, where Nature has been so lavish with her gifts. Human effort has had little to do with making this harbor, for San Francisco has expended for permanent improvements of the harbor but a small amount, some \$4,000,000, while Liverpool has expended \$200,000,000; Bremen, \$55,000,000; Glasgow, \$74,000,000; Manchester, \$75,000,000; Japan, \$50,000,000, while in our own country, in addition to the millions that have been expended in New York, there is now in contemplation the expenditure of \$75,000,000 more to make additional dockage at one point on Long Island. Expensive dredging processes required in so many other harbors are practically unknown here, except in the deepening of the harbor on the Oakland side, and every dollar expended in improving San Francisco's harbor goes into actual dockage and warehouse room.

WHERE SHIPS DOCK

Though not owned by the municipality or the State, there are two stone dry docks at Hunters Point, San Francisco, 493 and 750 feet long, respectively, equipped with fresh water, electric light, and compressed air, with facilities for docking the largest vessels on the Pacific Ocean. In addition there

are three floating docks at the foot of Sixteenth Street, 230, 271, and 301 feet in length, respectively. Recently nine of the largest battleships of the Atlantic fleet and three of the cruisers were put in dry dock after the long cruise from Hampton Roads.

What is considered by the Bureau of Equipment of the Navy Department of the United States as the most important coal depot on the Pacific Coast is the Naval Coal Depot, at California City Point, on the bay shore of Marin county. The plant consists of a wharf 398 feet long and 50 feet wide, with 30 feet of water at mean low tide along the sea face. On the wharf is built a trestle of steel, carrying a track at an elevation of 50 feet above mean low tide, upon which can travel a coal-hoisting tower. On shore is an elevated coal bunker of 10,000 tons capacity, connected by a timber trestle with the wharf trestle. In addition to the storage capacity of the bunker there can be stored outside of it on a concrete platform an additional 10,000 to 15,000 tons according to storage depth. Coal is carried to and from storage by means of cable cars of four tons capacity. All handling of coal from colliers into storage and from storage to barges or colliers is done by machinery.

Plans are now afoot to supplement the present advantages of San Francisco harbor by the expenditure of \$10,000,000 for additional seawall and docks, which plans, when carried to completion, will

place San Francisco in the forefront of the world's great shipping points, with facilities equaling those of any harbor in the world.

Supplementing the harbor of San Francisco is the land-locked harbor of Oakland, where rail and water join, the shores of this harbor being the geographical terminal point for transcontinental railways. Oakland's fifteen miles of water front present great opportunities for the manufacturer, who there can receive the raw material at one door and deliver the finished product through the other with but a single handling from one transportation line to the other. Brooklyn Basin, within this harbor of Oakland, has an area of more than three hundred acres.

THE FUNNEL'S MOUTH

With ten of California's great producing counties bordering on the bay, and with all the great interior country tributary to it, it may be likened to the mouth of a funnel through which are constantly pouring the riches of earth. Through this funnel there comes to San Francisco Bay, and thence to the markets of earth, products to the value of \$600,000,000 annually. This stream is growing with constantly accelerating increase, as the great State becomes more and more developed.

What the ten counties touching San Francisco Bay represent in the commerce of the bay can best be told in the

following table, showing the agricultural and manufacturing output. These figures, in most instances, are estimated on calculations made by experts, showing increases since the last official census was taken:

County.	Manufacturing.	Agriculture.
Alameda	\$ 68,435,352	\$15,303,922
Contra Costa	8,000,000	7,000,000
Marin		2,500,000
Napa	4,000,000	2,000,000
Sacramento	4,000,000	10,000,000
San Francisco	150,000,000	
San Mateo	2,500,000	1,000,000
Santa Clara	8,000,000	14,415,000
Solano	3,000,000	7,000,000
Sonoma	3,500,000	9,000,000

Totals	\$251,435,352	\$68,218,922
Grand total		\$319,654,274

According to computations based on the last census of productions, the total value of productions of California fields, forests, mines and factories amounted to about \$650,000,000 during the year 1907. This table shows that the counties bordering San Francisco Bay come within six million dollars of producing one-half of the total for the State. More than half of the \$600,000,000 of the State's products which come to San Francisco Bay is sent by these ten counties and more than half of the State's population lives within the borders of this territory.

A MAGIC CIRCLE

Bringing this statement down to a closer circle, so far as the direct shipping business of the bay is concerned,

it is found that the counties of San Francisco, Alameda, Marin and Contra Costa are those to be considered in a computation and the table above shows that these four counties have a combined agricultural and manufacturing output valued at \$251,239,274, or about three-fourths of the entire output of all of the counties touching the bay, and a little more than one-third of the entire production of the State.

An examination of the map of the bay will show that a circle drawn on a radius of fifteen miles of the City Hall of San Francisco will enclose all of this latter business. Within that circle will be all of San Francisco, Oakland, Alameda, Berkeley, Richmond, with the intermediate towns on the Alameda County side of the bay. All of Marin County south of a line drawn just north of San Rafael, and all of San Mateo County north of a line drawn just south of the city of San Mateo.

KEY TO THE PACIFIC

This territory lies within what has long been called the "Gateway of the Pacific," but developments of the past few years have changed this to a more concrete idea, for with the building of the Panama canal, San Francisco Bay will be also the "key" to the Pacific. This point is well brought out in a pamphlet published by Zoeth S. Eldredge, president of the National Bank of the Pacific, of San Francisco, under the

title, "The Key to the Pacific." In this he quotes the following from William Barclay Parsons, the eminent engineer and former member of the Isthmian Canal Commission:

"The shortest distance between any two points on a sphere is by a 'great circle,' that is, a line cut on the surface of the sphere by a plane passing through the two points in question and the center of the sphere itself. The great circle connecting Panama with Japan and China or any point on the eastern Asiatic coast passes through the Caribbean Sea, the Gulf of Mexico, Galveston, Denver, strikes the Pacific Coast of the United States north of Seattle, and skirts the Aleutian Islands. The navigator will keep his ship as close to the above route between the Isthmus and any port of the Far East as land permits. That is, after passing through the canal, he will first go south then northwest along the coast of Central America and Mexico, and, after clearing Cape St. Lucas, the southern end of Lower California, he will take the great circle from there to Asia, and this great circle will carry him about 1,700 miles to the east of Hawaii, and only 300 miles west of San Francisco. As the ordinary tramp freight steamer cannot, or will not wish to, carry coal to take her from the Isthmus to Asia, she will have to stop at the most convenient intermediate point for coal and supplies. This point will be San Francisco, distant 3,277 miles

from Panama and 4,536 miles from Yokohama; and in order to make such a call she will be lengthening her passage only 110 miles, or less than half a day in time over the shortest possible course in a total distance of 7,813 miles. The extraordinary result—one apparently not generally understood by the American public—is that San Francisco will become the ‘key’ and gateway of the Pacific, where all vessels going to the Far East, not only from the Atlantic seaboard, but Europe as well, will stop for coal and supplies. . . . At no place will the existence of the canal be more in evidence than at San Francisco, where a continuous procession of east and west bound steamers will be stopping daily. These steamers will make San Francisco a great competitive point for through freight shipments.”

Mr. Parsons says in conclusion that the “canal will bring the grain fields of the northwestern Pacific States 6,000 miles nearer Liverpool, and it will bring the iron and coal of the Gulf States shipped from New Orleans and Pensacola 9,500 miles nearer San Francisco; giving to the former a new great market, not now open, and to the latter a cheap supply of raw materials of manufacturing.”

CHEAP FUEL

In commenting on the above, Mr. Eldredge says: “In writing of the advantages that will accrue to San Francisco



Around San Francisco Bay: Inner circle showing territory of 50 miles of the City Hall, San Francisco.

in the way of manufactures, Mr. Parsons did not enter into the matter of oil production in California. California is the largest oil-producing State in the Union, and the product is far in excess of consumption. But the use of oil as a fuel is in its infancy. The statistics of the Agricultural Department give the use of petroleum as but 3 per cent of the total amount of fuel used. Its use for this purpose is being rapidly extended, and its excellence and cheapness make it most desirable for all manufacturing plants, locomotives, steamships, etc. The Orient is a large importer of cotton and cotton goods, mineral oils, manufactures of iron and steel, flour and meats. The import of cotton goods alone amounts to two hundred and fifty millions a year. There is no reason why San Francisco, with its location and cheap fuel, should not become a great manufacturing center."

Cheap power lies also in the numerous mountain streams of the Sierras, which can be utilized for the generation of electricity to an extent that almost exceeds comprehension. It has been estimated that the proper conservation of the hydro-electric power of California's mountain streams would make sufficient force to drive all of the engines of the world. With a centering of this power about San Francisco Bay, there will come an additional incentive for the location of factories. There are now 2,857 factories located in this district,

and many times this number can be located and find business.

Through the pipe lines terminating on the Contra Costa and Alameda County shores of the bay, hundreds of millions of gallons of crude petroleum are brought annually to refineries and to ships, to be carried to all parts of the world. The fields whence comes this oil are second in extent only to those of the Baku district of Russia, and are the largest fields in the United States, furnishing what practically may be considered an inexhaustible source of cheap fuel.

FERRY SYSTEMS

The seven passenger ferry lines which traverse the bay, affording communication between the various counties bordering thereon, transport an average of more than one hundred thousand persons every day, and this service is now considered so inadequate for the business that a bridge is being built across the bay for the purpose of relieving the congestion of the boats. The completion of this bridge, at Dumbarton Point, will bring transcontinental trains directly into San Francisco, saving the ferriage both across Carquinez Straits and from Oakland. It is estimated that more than fifty thousand people cross the bay every day, going to their business and returning to their homes. This vast number of "commuters" is accommodated by a twenty-minute service on each of the three transbay lines, and an hourly serv-

ice on the others. In addition to these, it is estimated that between fifteen and twenty thousand people living on the peninsula side reach San Francisco every day on local trains

NETWORK OF RAIL

Covering this territory is a network of steam and electric railroads, with rapid suburban trains, carrying these thousands of people to and from their homes and places of business. Reaching out to the northwest, through Marin County, are the steam and electric lines of the Northwestern Pacific, connecting with San Francisco by two lines of ferry boats. At Point Richmond in Contra Costa County the Santa Fe is connected with the city by a ferry line, and its trains traverse the fertile valleys tributary to the bay. The Key Route system, with its rapid transit ferry and network of electric roads in Oakland and Berkeley, and the Southern Pacific, with three ferry lines and suburban trains traversing all of the cities on the eastern shore, give accommodation to the great bulk of the transbay traffic, while the Western Pacific will soon have its road, with supplementary ferry, completed, adding its quota to the traffic system of the bay region on that side. Reaching down the peninsula from San Francisco is the coast line of the Southern Pacific, with dozens of suburban trains running as far

as San Jose, fifty miles to the south, through a rapidly building up territory, while the Ocean Shore Railroad is running its suburban trains twenty-eight miles to Farallone City, and is opening up a new territory for the suburban dweller, and developing one of the scenic districts tributary to the bay.

In connection with this network of suburban railways now in operation, the Western Pacific will soon have its trains running and its ferries in operation, and the projected line to Lake County, an electric system with terminal facilities on the Marin peninsula, and an additional transbay ferry system, will bring an undeveloped territory tributary to the bay region and open a new scenic country to those who desire change from old fields.

DRAWING POPULATION

This vast network of suburban railways warrants the statement that the adjacent territory will soon be populated by fully as many people as now dwell in the cities on the shores of the bay, and within a short period more than a million people will find their homes within the circle of fifteen miles radius with the City Hall of San Francisco as the center. So pressing has this suburban population become on the railroads, that arrangements are now under way to electrolize much of the Southern Pacific's Alameda and Oakland system, in

order that better facilities for rapid transit may be had. In San Francisco the United Railroads, with the California Street Railway, the Presidio and Ferries line, and the Park and Ocean, or, as it is better known, the Geary Street line, carry tens of thousands of passengers every day to and from outlying points to the business districts. But with all these methods of rapid transit, it is found that the systems are inadequate to meet the increasing demands of a rapidly growing population, and railway officials and municipal authorities are trying to solve the problem of caring for the future transportation of the urban and suburban population about San Francisco Bay.

Conservative estimates of the present population within a radius of fifteen miles of the City Hall of San Francisco place the figure at a grand total of 850,000. This population is increasing with an accelerating ratio, and a remarkable demonstration of this increase was shown by the compilations of The California Promotion Committee eighteen months after the great fire sent a vast majority of the people away from San Francisco. In the eighteen months following the disaster the total population in the four cities of San Francisco, Oakland, Berkeley and Alameda increased 75,000 over the number in those cities at the beginning of 1906, conclusively disproving the

assertion that the increase in the trans-bay cities came from San Francisco.

PARK SYSTEM

In all the cities about San Francisco Bay the necessity for open-air breathing spots has been recognized, and there is a magnificent park system, culminating in Golden Gate Park, one of the largest and finest artificial parks in the country. In addition to this park system there is on Mount Tamalpais the most magnificent natural park in the world, comprising 12,000 acres of primal forest, canyon and cliff, with such scenic views as are to be found in but few places in the world. This mountain with its surrounding country looks down upon all the bay region, and forms a part of the artistic effect of the littoral. This park effect is continued on the Berkeley and Piedmont hills, making the bay region the ideal center for homes, as well as for business enterprise.

IDEAL LOCATION

Not only in the appealing qualities of the climate of the bay region lies the fact that this is an ideal location for the home, but in addition to the endowments of Nature, man has combined here those institutions which are necessary for the welfare of the home. At Berkeley, amid such luxuriance of semi-tropical foliage as reminds one of scenes in southern lands, is the great University of California, one of the famed educational insti-

tutions of the nation, while at Palo Alto, but a few miles away down the peninsula, is the Leland Stanford, Jr., University, the most beneficently endowed institution of learning in the world. These are the top of the great educational facilities of the public school system of the bay region, bringing within reach of all every grade from the lowest primary to the highest collegiate course.

SPLENDID BUSINESS

But it is as a business element that the bay region excites most interest. With all the vast shipping, commerce, manufacture, and other production, this region commands the respect of the world as a business center. With a combined banking capital of more than forty million dollars, the people of the region have on constant deposit in the banks nearly three hundred million dollars, more than two hundred and eighty millions of which are in the banks of San Francisco and Oakland. What this business amounts to is shown by the transactions of the clearing houses of the two cities, as the clearings are generally accepted in the financial and commercial world as the best indication of the business of a community. The combined clearings of San Francisco and Oakland, the two cities having clearing houses in the district, for the year 1907 amounted to \$2,271,563,833, this being a total of \$41,550,270 more than the combined clearings of all the other cities on the

Pacific Coast. These enormous bank deposits and vast clearing transactions are the product of a territory of less than two thousand square miles in extent, with an assessed valuation of all property of \$672,480,462.

The seagoing commerce of the bay region, which is rapidly increasing with each succeeding year, now amounts to more than \$100,000,000 in value a year. All the islands of the Pacific, all the nations of the Orient, and all the coast of the Pacific Ocean from Alaska to the southernmost point is tributary to the business of San Francisco Bay, and are all supplied with merchandise by the business men who have their headquarters on its shores.

MILITARY DEPOT

When San Francisco Bay was discovered and occupied by the Spanish, the point of land reaching down to form the southern lintel of the Golden Gate was occupied as a strategic military point, and from that day to the present it has resounded to the tread of armed men. The Government has here its greatest depot for troops and supplies, and from this point go the soldiery and the merchandise to supply all of the posts of our possessions on the Pacific in all directions. Six great transport ships sail regularly from San Francisco Bay, carrying these troops and supplies, and during the year 1907 they carried a total of 22,842 tons of merchandise and 1,485 officers

and 21,279 enlisted men. Adjoining this military reservation at the Presidio of San Francisco is the location of the immense warehouses of the Quartermaster's Department, where thousands of tons of merchandise are stored for use of the army.

THE NAVY YARD

Under the supervision of the constructing quartermaster, the War Department is making many improvements at the various forts and at the Presidio. At Fort Mason work will soon begin on the sea wall and transport wharves and sheds, as well as other buildings for the supply depot. Storehouses are being erected at Fort Baker and at Fort McDowell, Angel Island. Improvements and additions are being made to the Army General Hospital at the Presidio. Contracts have been let for a new sea wall and for road repairs between old Fort Winfield Scott and the new torpedo wharf. On Point Lobos Creek, on the Presidio reservation, a pumping station and reservoir, etc., are to be built. Plans are maturing for other improvements.

Thirty miles from the docks of San Francisco, sheltered behind Mare Island, is the greatest Navy Yard of the Pacific, where thousands of men are constantly at work building and repairing the ships of the Government, and where are stored thousands of tons of ammunition and supplies for the navy vessels on the Pacific Ocean. Here was assembled the

vast amount of food and other supplies for the great fleet which entered San Francisco Bay May 6, 1908, after its memorable cruise around the continent from New York, and here is a capacity sufficient to meet any demand that may be made upon it even during stress of war.

It is impossible in a pamphlet of the size of this to go into the detail of all of the magnificent possibilities of the San Francisco Bay region, or even to more than touch upon what is being done. Here is the site whereon will one day sit the greatest city of the continent. All of the advantages, environments and possibilities are here, and when the great empire which lies back of the bay, and which constantly pours its products of forest, field and mine out through the funnel of the Golden Gate, shall reach that development predestined for it, the shores of San Francisco Bay will present one vast hive of human industry, and every throb of this industrial heart will send its impulses across the waves of the Pacific until they meet response from every land, and bring returns from every shore.

AN INLAND SEA

San Francisco Bay is a great inland sea that of itself and in itself holds an individual commerce equal to that of many of the nations of earth, and this commerce is strengthened and increased by the ever-increasing population which

is settling on its shores, with interdependent interests, and with community of purpose. There is no other such bay in the world, and nowhere else could there be such a spectacle, with such gorgeous and magnificent setting, as that afforded when the great fleet of forty odd warships sailed silently through the Gate to its anchorage.

The mercantile spectacle of hundreds of ships sailing in and out of the bay to all parts of the world has become so familiar to the people that it no longer excites comment, but that spectacle is of more import to the future of San Francisco Bay region than the marine pageant which brought to our gates the great navy.

The following tables will give an idea of the enormous business that is carried on in the territory about San Francisco Bay:

Banking Business.

City.	Capital.	Deposits.
San Francisco.....	\$38,275,307	\$242,027,602
Oakland	3,445,100	38,561,051
Berkeley	750,000	6,450,000
Alameda	300,000	3,108,516
San Rafael.....	250,000	1,107,399
San Mateo	75,000	626,133
Richmond	55,000	269,854
Outside banks	50,000	200,000
<hr/>		
Total.....	\$43,200,407	\$292,350,555

Area and Property Value.

County.	Square Miles.	Assessed Value.
San Francisco.....	40	\$429,866,609
Alameda	840	176,817,591
Contra Costa.....	877	27,122,288
Marin	516	15,125,334
San Mateo.....	477	23,548,640
<hr/>		<hr/>
Total.....	2,750	\$672,480,462

Railway Transportation.

County.	Miles Steam Ry.	Miles Electric Ry.
San Francisco.....	103	250.70
Alameda	134.74	158
Contra Costa.....	141.33	15
Marin	102.42	16.02
San Mateo.....	25.10	14
<hr/>		<hr/>
Total.....	508.59	453.72

Miscellaneous.

Total factories	2,857
Seagoing commerce, annual.....	\$ 100,000,000
Manufacturing output.....	251,135,352
Agricultural output.....	68,205,747
Combined clearings	2,271,573,833
Total population	900,000
Merchandise shipped on transports (tons).....	22,842



The California Promotion Committee

ADVISORY COMMITTEE

JAMES N. GILLET
Governor of California

WARREN R. PORTER
Lieutenant-Governor and President State Senate

W. H. BEATTY
Chief Justice Supreme Court

BENJAMIN IDE WHEELER.....President University of California
DAVID STARR JORDAN..President Leland Stanford Jr. University
LUTHER BURBANK.....Santa Rosa
W. G. KERCKHOFF.....Los Angeles
WILLIAM E. SMYTHE, San Diego...Counties South of Tehachapi
MARSHALL DIGGS, Sacramento.....Sacramento Valley Counties
F. M. SMITH, Oakland.....San Francisco Bay Counties
P. I. LANCASTER, Willits.....North of Bay Counties
RETURN ROBERTS, Madera.....San Joaquin Valley Counties
C. P. SOULE, Eureka.....North Coast Counties
ELLWOOD COPPER, Santa Barbara.....South Coast Counties
VICTOR A. SCHELLER, San Jose.....Central Coast Counties
ELIAS SQUIRES, Gibsonville.....Sierra Counties
NATHANIEL ELLERY.....State Engineer
LEWIS E. AUBURYState Mineralogist
J. W. JEFFERY.....State Horticultural Commissioner
G. B. LULL.....State Forester
CHARLES S. FEE.....Pass. Traffic Mgr. Southern Pacific Co.
W. A. BISSELL.....Asst. Traffic Mgr. A. T. and S. F. Ry. Sys.
W. J. SHOTWELL.....Traffic Agt. Western Pacific Railway Co.
T. C. PECK.....Gen. Pass. Agt. S. P., L. A. and S. L. R. R. Co.
J. J. GEARY.....Gen. Pass. Agt. Northwestern Pacific R. R.
S. H. SMITH.....Gen. Pass. Agt. Sierra Railway Co.
E. T. CHARLTON.....Traffic Mgr. Ocean Shore Railway Co.
A. G. D. KERRELL...Gen. Pass. Agt. Pacific Mail Steamship Co.
L. F. COCKROFT.....Gen. Pass. Agt. Oceanic Steamship Co.
C. D. DUNANN.....Gen. Pass. Agt. Pacific Coast Steamship Co.

HAND BOOK SERIES

LIBRARY OF CONGRESS



0 021 929 710 5

AROUND SAN FRANCISCO BAY

THE CALIFORNIA PROMOTION COMMITTEE

THE STATE CENTRAL ORGANIZATION

CALIFORNIA BUILDING, UNION SQUARE

SAN FRANCISCO

1908